

Finally, it may be proper to refer to the bearing which the Northern Road holds in relation to the settlement of Western Canadian Territory, and to the future trade of the Hudson Bay possessions, now attracting public attention ; for, as its construction has already promoted the sale and settlement of Crown Lands, contiguous to the Georgian Bay, *to the immediate profit of the Province, almost if not entirely equal to the Provincial expenditure upon the Road by guarantee ;* so, by measures of relief, and without further Provincial outlay, it may be made to foster and serve communication with more Westerly Tracts, and to open a trade, which under less efficient service may seek directly Southern Channels, and by cementing American and forsaking Canadian connections, may divert the Commercial future of that Territory from this Province in perpetuity.

It is submitted, in brief *résumé* of the views above set forth.

1. That the Northern Railroad, in consequence of the early date of its construction, and therein of the peculiar character of its capital, of the extent of its supplementary services in Harbour construction, and the initiation of a new competitive Western Route, has become so far involved, as to render its full completion, liberal maintenance and efficient operation impossible under the existing pressure of its embarrassments.

2. That these embarrassments and the incompleted condition of its works have resulted in the suspension of its "Through Route," and the consequent contraction of its revenues to local sources alone ; whence has resulted the inability of the Company to maintain its credit by payment of interest on its funded capital.

3. That by a measure of relief, similar to that granted by the Legislature to the Grand Trunk Railway, viz. :—by suspension of the Government Lien, this Company would be immediately enabled to complete its works, and to establish the Road and Through Route in an efficient condition for public and profitable use.

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